

ICAO/ATAG/WB Development Forum

Maximizing Civil Aviation's Economic Contribution

*Safe, Secure and Sustainable Air Transport in Open Skies –
Challenges and Potential*

ICAO Headquarters, 24 – 26 May 2006

Working Group 4 – Resource Mobilization & Cooperation

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I. KEY QUESTIONS AND ANSWERS

1. What particular civil aviation data would you like to see in the country profile?

The effort in creating the country database is of high value and should be carried on. Additional suggestions will be found in some of the answers to the questions below. Since the primary user of the data will be the working group of the Joint Workshop, it is they who should make the final decision as to the content of the database.

2. How can data submission to ICAO be improved when, in some developing countries, even the most basic data gathering techniques are unknown?

ICAO may want to consider reformatting data reporting forms to make the collection process easier. It seems that difficulties in understanding how to collect data may be at the core of the problem – in Nigeria, for example, there are workshops held twice a year for air carriers in order to demonstrate how the airline-related forms should be filled out. While the actual process of submitting data is now electronic and has been made much more efficient, the amount of specialized knowledge required to complete the collection process is still too high.

3. What role can institutions such as the World Bank, ATAG, and ICAO play in assisting the development of aviation in the developing world?

- Coordination of efforts between different donors and also the beneficiaries is of importance.
- The development effort would gain through a more holistic approach, embracing all modes of transport and affected interests.
- Of importance is capacity building (training and education, such as the program that now exists in tourism) and talent retention. Part of an effective program might be a system of **scholarships** that requires recipients to remain within the country or region for a given period of time after completion of training.



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- Donors and lenders should develop mechanisms to support regional lending, rather than lending to states alone. One of the many benefits of this approach would be the development and support of regional oversight, sharing costly assets and human resources amongst several countries.

4. What steps are these organizations and players, such as the World Bank, ATAG, and ICAO, taking to overcome acting in their own domain, like institutional “silos”, rather than having a coordinated and unified effort in assisting air transport development?

The process of having open discussions on the development of air transport, and coordinating efforts between donors, lenders, and client countries, has begun, with the current workshop, the central country repository database, and other meetings and projects being part of the effort.

5. Besides the World Bank, what other resources are there for funding, and what kind of funding do they provide (e.g. Asian Development Bank, EBRD, governments)? What are the regional preferences (e.g. Netherlands – Tanzania efforts)? In addition, what are the various processes amongst the institutions of air transport loan/grant origination?

To complement the database currently in design, an inventory should be created of lending and donor institutions and governments active in supporting the development of air transport. In addition, a study might be conducted in the success and challenges some of these organizations and programs may have experienced. For example, a study including the history and role of IFFAS would be useful.

6. How can the private sector be mobilized to help develop aviation and responsible tourism?

- There should be an effort in disseminating information on investment opportunities in, for example, Africa.
- The database mentioned above should perhaps contain information and material relevant to private sector opportunities.
- Perhaps forums such as this workshop should also be held targeting the private sector specifically, or an effort be made in reaching out to the private sector. For example, the asset ownership risk reduction as a result of the Cape Town convention should perhaps be directly marketed to potential investors.
- Private sector organizations such as the World Travel and Tourism Council (WTTC) could be mobilized to create a drive to advance aviation development. This could include groups that might be positively affected. For example, beneficiaries of airports could include the healthcare industry (people are being moved in and out for treatment, potentially making an airport a transfer centre for healthcare), or an airport could perhaps also play the role as an education centre.

- Of importance is raising the profile of air transport at the highest level of governments by explaining the economic benefits and contribution.
 - The Oxford Economic Forecasting Study is helpful in showing the overall economic benefit of air transport worldwide, but is not country or region specific. In order to raise the profile of air transport amongst politician and leaders at the highest level of governments, specific case studies on how air transport development could help them in their own country or region would carry much more impact. ICAO has developed methodological guidelines on how to assess the economic contribution of civil aviation at the level of a local (airport vicinity) or national economy published as Circular 292.
 - The World Food Programme (WFP) has country-specific or regional studies that explain the benefits of air transport in the activities of the Programme. These studies will be forwarded in the effort of showing the impact of aviation to specific governments.

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